

6. COMPREHENSIVE DEVELOPMENT PLAN

This chapter presents the Comprehensive Development Plan which has resulted from the local planning program. The plan includes policies and proposals for guiding future physical development in the Village of Hallam. It is focused on the needs of the year 2000 target population, but it is also flexible enough to accommodate a range of unforeseen development opportunities. It is based on the background materials described in previous chapters, and reflects active and continuous involvement on the part of village residents.

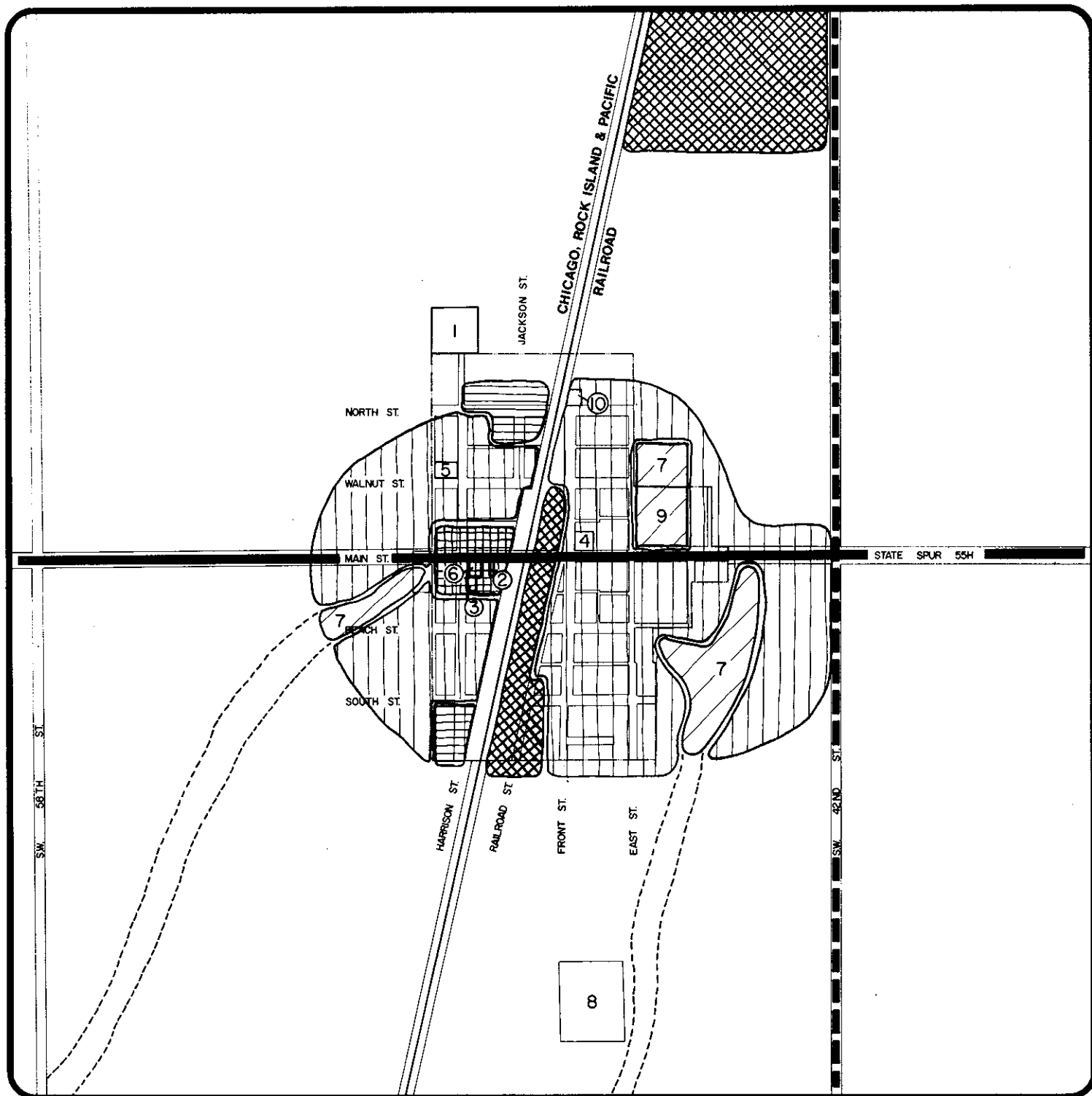
In compliance with Nebraska Statute 19-903, the plan consists of three components: land-use, transportation, and community facilities. Each of these components is highlighted below. The Comprehensive Plan map provides a graphic summary of future development policies (see Map 6).

LAND-USE

The recommended land-use system indicates the future use of local lands for residential, commercial, industrial, and public land-use activities. The amount of land allocated to each land-use is based on the acreages required to serve the year 2000 target population. The arrangement of land-uses is based on existing conditions, community goals and desires, potential development opportunities, and the evaluation of land-use issues described in Chapter 5.

The land-use system has a dual focus: it is designed to meet the projected needs of the target population, but it is also flexible enough to accommodate new development opportunities which may arise in the future.

The plan builds upon and reinforces the existing pattern of activities. Existing residential areas will be maintained and improved, and new housing will occur in several areas immediately adjacent to existing built-up areas. Most short-term residential growth will likely take place in the southeast quadrant, where most recent construction has occurred. However, the recommended system is flexible enough to allow growth in other locations where new development will not require major



GENERALIZED LAND USE

- VACANT & AGRICULTURAL
- PARKS & OPEN SPACE
- RESIDENTIAL
- MOBILE HOME
- COMMERCIAL
- INDUSTRIAL

TRANSPORTATION

- ARTERIAL
- COLLECTOR
- LOCAL

COMMUNITY FACILITIES

- 1 CEMETARY
- 2 POST OFFICE
- 3 FIRE STATION
- 4 METHODIST CHURCH
- 5 CONGREGATIONAL CHURCH
- 6 COMMUNITY AUDITORIUM
- 7 FUTURE PARK/OPEN SPACE
- 8 SEWAGE TREATMENT PLANT
- 9 PARK & COMMUNITY BUILDING
- 10 COMMUNITY OR COUNTY MAINTAINANCE GARAGE

COMPREHENSIVE DEVELOPMENT PLAN HALLAM, NEBRASKA



SCALE IN FEET

PLAN MAP

6

public service improvements. In particular, new "subdivision" development will be encouraged west of the village to promote a more balanced land-use pattern. The village center will be intensified as the heart of community life and activity; improvements will include new commercial uses, improved public facilities, and new pedestrian and "streetscape" projects. Single-width mobile homes will be concentrated in two possible locations north and south of the village in attractive court settings. Small-scale projected industrial expansion will occur along the railroad adjacent to existing operations, east of the tracks. Large-scale and heavy industrial development--if appropriate in the future--should be located north of the village near Sheldon Station. This area would include the mile section bounded by Buda Road, North Princeton Road, Southwest 42nd Street, and Southwest 58th Street (presently zoned industrial by the county), and the area one-half mile north of Hallam Road bounded by the railroad, Buda, Southwest 42nd, and the half-section line on the south.

This compact land-use arrangement for the community can accommodate the small-scale growth currently projected for the village with a minimum of public expenditures for utility and other support services. At the same time, the plan preserves long-range options for the village, should new development opportunities arise.

TRANSPORTATION

The transportation system establishes a basic street pattern for serving existing and projected village development. It is based on the traffic and circulation needs of the land development patterns indicated in the land-use system. It is designed to promote efficient pedestrian and vehicular circulation within and around the village and to provide ease of access to all buildings and development areas.

The plan designates arterial and collector streets; all other roads are classified as local. Based on this classification, Table 4 lists minimum standards for key street design features: *right-of-way widths* insure adequate distance between property lines to allow for paving, sidewalks, and other street elements; *pavement widths* insure an adequate size and number of traffic and parking lanes; and *border area widths* insure adequate space for street trees, utility line access, and street maintenance. The design and construction of all streets in the Hallam area would be guided by these standards.

New residential development immediately adjacent to built-up areas will be served by extension of the existing local street system. The location and alignment of local streets in long-range development areas should be developed in conjunction with plans for future land development. These should provide continuity to the existing system and incorporate new design techniques such as curvilinear alignments and "T" intersections.

Table 4
MINIMUM RECOMMENDED URBAN STREET STANDARDS

	Local Street Residential	Collector Street	Arterial Street
Right-of-way (feet) (property line to property line)	60	70	80
Paving width (feet) (curb face to curb face)	26	36	--(1)
Border area (feet) (curb face to sidewalk line)	11	11	--(1)
Design speed (mph)	25	25	35 and up

(1) Paving width and border areas on arterials should be a matter of individual study.

Note: minimum sidewalk width = four feet.

The village center will continue to be highly accessible from all parts of the community and from regional routes. New pedestrian and streetscape facilities will improve the area as the center of community life and activity. New sidewalk improvements should be undertaken throughout the village. Diagonal parking space can be retained for the present; if commercial activities increase significantly, small off-street parking areas should be added in the future. Parking should be carefully controlled to insure that it does not conflict with the traffic-carrying role of Main Street.

COMMUNITY FACILITIES

The community facilities system indicates the location and distribution of the major public facilities which will be required to serve the year 2000 target population. It is based on the land development patterns indicated in the plan map.

Water and sewer facilities will require only minor extensions and improvements to serve short-term residential growth to the southeast; more major improvements will be required to serve subdivision development promoted to the west. Major new linear park sites are designated along the stream beds southeast and southwest of the village. At least six acres of park land should be added to bring the village up to established standards. If Hallam School does not continue to operate as an educational facility and recreational resource, it should be reused as a multi-purpose community service center. Public facilities within the village center, including the Town Hall, post office, and fire station, should be strengthened, and should be supplemented by new pedestrian and streetscape facilities. The county maintenance garage is also noted on the plan, although its future depends upon decisions outside the village.